IMPORTANT DECISION BY INTER-STATE-COMMERCE COMMISSION.

If Act Be Not Changed, Carriers Will Be Ordered to Print Export and Import Traffic Tariffs.

The Interstate-commerce Commission yesterday announced that as a result of its in- Alton, established about a year ago, has vestigation of the feasibility of requiring railroads to publish the tariffs for the move- The bureau was formed for filling vacancies ment of export and import traffic, the same | with men whose homes are adjacent to the as domestic traffic, it has decided to leave the matter in abeyance for a time. If the interstate-commerce act is not amended within a reasonable time, so as to relieve | Rapids & Indiana Railway of train No. 23 the commission of the necessity of requiring ner now provided by law, but so far not complied with. The decision adds:

"Public policy urgently requires the inland transportation of import and export commerce should be subject to the act to anapolis, will arrive in the city on Saturregulate commerce, and that the publishing | day and will at once arrange to bring his and maintaining of tariffs upon such traffic imposes in most instances no hardships upon the carrier. There may be cases in official with shippers and will make some which a modification of this rule would be of service to the carrier without detriment to the public, and perhaps other instances its Fort Wayne division, has had a seriin which such a modification should be ous time for the last thirty days on acgranted in the interest of both the carrier and the public. This can only be accom- blocking traffic. Work was begun repairplished by an amendment of the act, since ing bridge when a bridge on the main line the provisions of that statute are manda- went out near Troy, O., over the Miami | the first of this week. It is located on Lot tory, and the commission has no power line is again open for traffic and the train to modify their requirements.

"If carriers are to any extent relieved from giving the notice now required of advances and reductions in rates upon foreign iffs and arrangements, and if so advised Pittsburg line is in operation present the subject to Congress, provided, however, that in the meantime all carriers which do not publish and maintain import mission as promptly as possible a statement of the rates actually charged."

of the import and export rates the same as the domestic, but that until the passage of the so-called Elkins bill, on Feb. 19, 1903, there was apparently no very effective direct equivalent of concessions to domestic tariffs and that if the American rail Railroad were abruptly terminated. line is allowed to make whatever rate it sees fit upon export business, pay whatever rebate and grant whatever concessions it pleases, to extend facilities to er the prospects for exposition travel. the power exists to discriminate against out of business and chaos would result.

No Truce in Grain Rate Fight. That there is to be no truce in the grain

road was shown yesterday by the posting, New York effective also to-morrow. The continue to make their rate to Philadelphia great benefit to Baltimore. and Baltimore four mills on the bushel less than the New York rate.

Although the New York Produce Exchange is trying to take some advantage out of the situation, there is little to be gained by the present state of affairs. The fight is all over rates from Buffalo to the ports, and the lakes being ice-bound, the traffic at this time is significant. This makes the purpose of the fight something of a mystery. The only plausible explanaestablish the principle she is contending for-that she shall have the four-mill difto Philadelphia and Baltimore from Buffalo-and wants to get a settlement during light traffic times so that there opposition. shall not be a war on when rate-cutting would cut into revenues.

Philadelphia Fears Loss of Trade. cial and maritime associations of Phila- quite readily make the time, fast as it is, delphia, have addressed a joint memorial between Cleveland and Indianapolis, and Philadelphia & Reading Railroad, the Le- these big engines hauling a through train Ohio Railroad, in which they state that they view with apprehension the recent action of certain trunk lines terminating in New York city, having for its object the making of freight rates on grain to New York the same as to Philadelphia, thereby ignoring the differential, which ever since the grain traffic of the respective ports has been of material volume, has en accorded shipments to Philadelphia. "There has been no change in the situation to warrant the abrogation of the differential for which we contend," says the memorial, "but, on the contrary, present conditions are such as to make the retention

Personal, Local and General Notes. The funeral of Charles Melcher was attended by several officers of the Lake

merce of this port."

Shore road. He was a very popular engi-President Ripley, of the Santa Fe, while in California, expects to make a careful \$2.75@6.50

inspection of the western division of that property. The Pennsylvania has set aside \$3,000,000

present year. C. E. Schaff, general manager of the Big Four, who has been at St. Louis two or three days, has returned to his headquar-

William Garstang, superintendent of motive power of the Big Four, and family, returned yesterday from a trip to Cuba and the Mardi Gras at New Orleans. J. E. Pierce, contracting agent of the

ters, stopping here half a day,

Merchants' Transportation Company, who has been ill for several months, has so far recovered as to be able to be at his office most of the time.

J. Q. Van Winkle, general superintendent his family on their way home and will stop | ers, \$2.75@4. three or four days on the way before returning to Indianapolis.

Commencing with Sunday next the through sleeping car now hauled by the Pennsylvania between Indianapolis and New York will run through to St. Louis and at \$3.75@5.40. return on Trains 26 and 27.

Car Service Agent Waldo, of the Cincinnati, Hamilton & Dayton, Sleight, of the Vandalia, and Cavanagh, of the Big Four, are in Chicago attending a meeting of the executive committee of the National Car Service Association.

The remains of Frank Barnes, instructor for the Pullman Company at St. Louis, will company in time of service.

R. B. Turner, general superintendent of the Cincinnati, Hamilton & Dayton, says that, including the equipment that company secured by the purchase of the Indiana, De-

tives and 11,566 cars of all descriptions. President Stickney, of the Chicago Great Western, denies the report that the head-

MUST BE MADE PUBLIC Western will meet any rate made if it has to haul wheat from the Missouri river for one cent per bushel.

The management of the Rock Island has made an important change in its methods of organization by placing the department of maintenance of way under J. F. Stevens, fourth vice president, who is now in charge of the operating system. Hereafter the maintenance of each division of the road will be under the supervision of a superintendent.

E. S. Eustis, passenger traffic manager of the Chicago, Burlington & Quincy, is again in Chicago after an absence of several months which he spent in the Southwest recuperating from a long illness. W. D. Cornell, traveling passenger agent of the road, is in the Southwest recovering his health and will soon be back at Buffalo in charge of his work.

The employment bureau of the Chicago & presented its first annual report, which inlicates that the plan has proved successful. lines of the road. During the year the part of last week that Kansas is getting to company received 758 applications through the bureau and 225 were accepted.

On Feb. 14 the connection via the Grand

continued, and the connection of train No. such publication, the commission holds that | 9 now runs as far as Grand Rapids, leavit will be its duty to enforce the publica- ing Fort Wayne at 4:20 p. m. daily and artion of import and export rates in the man- riving at Grand Rapids at 10 p. m. Daily except Saturday connections of trains No. 20 and No. 22 have been discontinued between Mackinaw City and Grand Rapids. H. C. Shepard, who will succeed Col. S. F. Gray as general Western and division operations, however. Operators will confreight agent of the Pennsylvania at Indi- tinue the quest after the oily wealth just family here and begin business. A freight affords a fair profit. official who knows the gentleman says he will prove an ambitious and popular freight

> count of bad weather. The bridge at entire country, have a pretty fair string Cloverdale was carried away, completely river. Both breaks have been repaired, the 30, in the southeast quarter of Section 28, service moving along as usual.

A Toledo paper starts a rumor that the Wabash has purchased a large tract of land lying between White House and Mon- in the same locality, was brought in by clover for the purpose of building big shops commerce, they should in all cases file with | which would accommodate the Wabash, the venience. An official says that without 26 north. and give such further notice to the public | doubt in the near future the Wabash will as may be possible. The carriers will be af- | build big shops somewhere in that vicinforded an opportunity to adjust their tar- by the company until its new Toledo & Considerable work has been going on here

An official of the Lake Shore says that if the company can get a little spring-like weather it will soon clean up all of its con- Lease 38. Gas sand was struck at a depth gestion. On Sunday there were twenty-four of 1,220 feet and was found to be sixty feet and export tariffs shall file with the com- hours of good weather for moving trains | thick. Then the oil sand was encountered on the Western division. The time of the | feet. The well was shot and connected with Florida flyer, north bound, has been short- the tank through a six and three-fourths-The commission holds that the interstate- ened from St. Augustine to Chicago thirty | inch casing. It is making about forty barminutes. The train now leaves St. Augus- rels daily. The Cudahy Company, which is tine at 7:50 o'clock a. m. and gains thirty minutes between St. Augustine and Nash- field, has had extraordinary success within

means to compel their publication. This, to- Pennsylvania Ralfroad and the Goulds said gether with a feeling that there may be yesterday that the differences between cases in which an insistence upon this re- | these interests are still very marked. They quirement might prove injurious both to the | say these differences were in a fair way common carrier and to the public, led the toward settlement some two weeks ago commission to refrain from any active at- when the Pennsylvania company antempt to secure a compliance with the stat- nounced its \$50,000,000 loan. Soon thereute in this respect. It says that it would be a after, however, the Pennsylvania Railroad grave misfortune if export and import traf- sought to impose certain conditions on fic were withdrawn from the supervision | Mr. Gould and the negotiations which conof the law; that the foreign rate may be the | templated the taking over of the Western Maryland Railroad by the Pennsylvania

C. S. Blackman, general Eastern passenger agent of the Big Four at Buffalo, has been in Boston and New York looking aftone shipper which it denies to another, says the Big Four will be in shape to handle a competitor to the extent of driving him in many places is being double tracked and in Independence township. The first is the parts of the line will be used for passenger trains only. The company will have the large Pan-American coaches which third is the queen of the bunch, a conservagave such excellent service during the fair at Buffalo and forty additional coaches that | barrels a day. All wells tapped the sand | States branch offices. Among the companies | rate fight that has been started in the the Pullman Company is building. These at depths varying from 800 to 1,000 feet. Eastern territory by the Pennsylvania Rail- | coaches have a seating capacity of eightyseven passengers.

As a result of the Baltimore fire that city is likely to secure a Grand Union Rail-Pennsylvania, to be effective to-day, of 2.4 road station in the heart of the city, in cents a bushel from Buffalo to Philadelphia | which all of the lines coming into that point would center. Nearly all railroad points of as much importance as Baltimore New York railroads, led by the New York | have magnificent central stations, in which Central, which will make the same rate to center all the traffic coming to the city, and what these cities have found beneficial and feasible surely would benefit Balrepresentatives of the New York roads de- fimore. It is stated that the fire has clare that they will meet every cut by the cleared away many obstacles to the re-Pennsylvania and the Pennsylvania offi- building of a union station at that point clais declare that they will make and which would be a credit to the road and a that is said to be about a twenty-five-bar-

It is stated that the Canadian Pacific Railway is using force to prevent the entrance into Vancouver of the Great Northern Railroad, which has been building from the international boundary for the last eighteen months. The completion of the project has involved the building by the Canadian government of a bridge across the Fraser river, which is nearly finished. The appeal to Ottawa has resulted in an tion is that the Pennsylvania wishes to order giving the Great Northern running rights over the Canadian tracks at New Westminster, with permission to cross them just east of the Fraser river bridge. The Canadian road still maintains its policy of

Officials of the Big Four state that it is no fault of that company that their through trains from the East via Cleveland are almost daily two to five hours late. Very seldom during the past winter have their The Commercial Exchange, the Maritime trains failed to make scheduled time after Exchange, the Board of Trade and the receiving from the Lake Shore road. The Four's new type of passenger engine can summer day.

a result of a meeting at which 400 telegraphers were present on Saturday night. been in conference with the official of the Erie for the past ten days showed that there might be some difficulty in adjusting operators have presented, but the sense of the meeting indicates that the men believe the Eric officials will treat them fairly. E. the telegraphers' organization, says he is of it equitable and reasonable and a vital | confident that a settlement will be reached necessity for the maintenance of the comwithout a strike.

HEAVY HOGS WERE STEADY.

(CONCLUDED FROM PAGE 10.) @4.50; stockers and feeders strong at \$3@4; Southern steers steady at \$3.35@4.25; Southern cows, \$2.35@3; native cows strong at \$1.75@3.75; native heifers, \$3@3.90; bulls, \$2.25@3.80; calves, Hogs-Receipts, 8,500. Market 5c higher. Top. \$5.30; bulk of sales, \$4.95@5.171/2. Heavy, \$5.10@ 5.30; packers, \$5@5.15; pigs and lights, \$4.85@5. Sheep-Receipts, 1,500. Market 5c to 10c higher. to be used in building freight stations in Native lambs, \$5.10@6; Western lambs, \$5@5.85; various parts of Philadelphia during the fed ewes, \$3.75@4.15; Western fed yearlings, \$4.75 \$5.25; stockers and feeders, \$2.50@4.10. ST. LOUIS, Feb. 18.-Cattle-Receipts, 3,509, including 1,500 Texans. Market steady to firm. Native shipping and export steers, \$4.25@5.30; dressed beef and butcher steers, \$466.05; steers inder 1,000 lbs. \$3.75@4.75; stockers and feeders, \$2.20@3.60; cows and hetfers, \$2.25@4.50; canners, \$1.75@2.40; bulls, \$2.50@3.50; calves, \$3.50@7; Texas and Indian steers, \$2.85@4.25; cows and helfers, \$2.20@3.25. Hogs-Receipts, 6,000. Market steady to strong and higher. Pigs and lights, \$4.75@5.10; packers, \$4.85@5.25; butchers and best heavy, \$4.85@5.30. Sheep-Receipts, 3,500. Market steady. Native

muttons, \$3.75@4.75; lambs, \$4.35@5.75; culls and bucks, \$2.75@4.25; stockers, \$2@3. OMAHA, Feb. 18.-Cattle-Receipts, 2,200, Market steady to strong. Native steers, \$3.30@5.10; of the Big Four, left Mexico yesterday with | cows and heifers, \$2.00@3.65; stockers and feed- | man Allen, came from a radius of but a | to build the Panama canal. It was a quasi-Hogs Receipts, 9,500. Market a shade lower. Heavy, \$5,65@5,20; light, \$4.80@5.05; pigs, \$4.10@

Sheep-Receipts, 5.500. Market strong to 10 higher. Sheep, \$2.5005.10; lambs, \$4.5005.75. CINCINNATI, Feb. 18.-Hogs active and lower

Sheep strong and higher at \$3@4.60. Lambs active and higher at \$506.75.

Pennsylvania's Improvement. Pennsylvania's extensive improvement policy began in March of 1002 when \$50,000,000 316 per cent, convertible bonds were issued in connecpass through the city to-day on the way tion with the New York tunnel and terminal to Greenville, Pa., for burial. The deceased project. The stockholders voted in March of ranked as one of the oldest employes of the the same year to authorize an increase in the stock from \$251,700,000 to \$400,000,000, to be made before he had entered his teens, and his Therefore what we have done in recog- FOR SALE-REAL ESTATEas the money was needed. Stockholders sub- guardian (his father had fallen at the bat- nizing Panama and the claim of Colomscribed to the first issue of \$75,000,000 in 1903, the of Shiloh) had to send after, and bring bia to the right of further negotiation is from which the company secured some \$90,000. | him back by main force, 600. The recently announced Long Island and | Give the Confederate boys the credit | French and performing a valuable service | To own a good North Dakota farm for \$3.50 per catur & Western, it owns now 220 locomo- Baltimore and Washington bond issues add \$30,- that is due them. They constituted no for a friendly nation. We wish neither acre; easy payments; free 160-acre homestead 360,000. In acquiring the stock of the Pennsylvania and Cambria Steel Company, in 1901, the Pennsylvania Company issued \$20,000,000 31/2 per and they did their duty with a firmness of the gigantic fortune which she planted where you will, then come and see us and we cent, trust certificates, principal and interest and valor that would have reflected credit in Panama norsto be made an innocent party will soon sell you a farm. Call or write for

KANSAS OIL MEN ARE BUSY BRING-ING IN GOOD WELLS.

No Gushers in the List, but a Large Number of Moderate Producers-Some of the Best.

Special to the Indianapolis Journal. COFFEYVILLE, Kan., Feb. 18.-Rather drastic was the method by which many Doubting Thomases among the oil producers of the country learned the latter be a potent factor in the production of crude petroleum. The big sensation was can Plowmen. the drop in the price of crude oil of for points north of Fort Wayne was dis- cents a barrel, and the cause is said to have been the big increase in the production of oil in the Kansas oil fields. Kansas desha, \$1.31; North Neodesha, \$1.11; Neo-

This past week has been a season of steady development, nothing of a sensalively competition for other lines East and | tional character, but just a straight bore into the oil sand and the bringing in of The Cincinnati, Hamilton & Dayton, on | small but willing wells. Guffey & Galey, old-time operators in the oil fields of the of oilers in the Osage nation, near Pawhuska. They drilled in another nice one Township 27 north. Within ten hours after the sand was tapped the well had flowed about ten barrels. Another ten-barrel well,

the same, on the theory that the price still

About a score of miles "cross country" recently. The Asphalt Oil Company brought in a good well the first of the week on and penetrated to a depth of over forty an extensive developer in the Bartlesville the past week, bringing in five wells. Two

and the other three about fifty barrels each Belleville township, near Peru, Chautaugua county, came in with two good wells the first of the week. The Interstate Oil and Gas Company brought in one on the Hartzell lease in the southeast quarter of thirty-five barrels a day. M. L. Lockwood, a Pennsylvania operator, who failed last week, brought in a well in this locality on the Hucksteff farm, southeast quarter of Sec. 13. It is only a light producer, say fifteen barrels, but as a test well for this part of the field it is invaluable. In the Independence field last week there was no great number of wells, but the size of all was very satisfactory. The Nelson Oil Company, operating on the rich Shaw smallest, producing forty barrels a day. The next will yield fifty barrels, while the

are doing about seventy-five barrels each,

tive estimate placing the production at 125 Chanute is having its share of the dedepth of 920 feet and fifteen feet of it found. The well flowed freely before it was shot. Whent shot the production settled down to about fifty barrels a day. It is located on the Midcap land a mile and a half west of Earlton. The Big Gunn Oil Company brought in its No. 13 in the field north of Chanute Monday, which will produce forty barrels daily. The Hawkeye Company brought in a well last Saturday afternoon rel well. The Southwestern Oil Company brought in its No. 25 the first of the week and got a producer of about twenty barrels. Kelly & Dennis are rejoicing over one of the best wells they have yet acquired in their string. It is located on the Osborn land in the rich muddy trend of the Chanute field. Thirty feet of good sand was found

probably will make ninety barrels a day. BOYS IN CONFEDERATE ARMY.

and the flow of oil was heavy. The well

Many of the Soldiers Were Only Six-

teen Years Old or Less. New Orleans Times-Democrat. Quite a large number of those who batof sixteen or under, and many of these yet time is lost east of Cleveland. The Big | who gather at the annual reunions of the dier, who will let his mind revert to the will readily recall many-very many-waras a maiden's when the conquered ban-It is probable that there will be no strike | ner was furled in final defeat, but who of telegraphers on the Erie Railroad, as had borne with knightly valor the part of heroes in a score of flercely-contested bat-A report of a committee of twelve that had | tles and skirmishes. They will recall, too, the delicate features of many a brighteyed lad who sank to final slumber on the all of the eighteen grievances which the embattled field, while others yielded up their young lives in the tents, hospitals or the private homes of patriotic and sympa-M. Pierson, of this city, vice president of | thetic people, victims of the slow and insidious attacks of disease due to militrated the brevity of the step which separates the cradle from the grave.

delivered the magnificent address at the tion of this character.

We take it that there was no greater ardor and patriotism evinced there than that the United States would retain the existed elsewhere in the Southern States, and in instancing this little section of Europe if she became the receiver of stolen Mississippi we suppose we are fairly II- goods as proposed by Colombia. There is lustrating the spirit and conditions that every reason why France should receive prevailed all through the Confederacy. part pay for the enormous expenditures Those who clearly remember those thrill- | which she made in the isthmus. There is ing times will surely not have forgotten | no reason at all why Colombia should be with what vigilance the lads of from twelve permitted to profit by a technical claim to sixteen years old had to be watched to against this property. We must assume prevent them from running away from that if the Frenchmen have the courage of their homes and going to the front. The mice, they would take steps to prevent the present minority leader of the House, the | consummation of such a robbery. A nation | Hon. John Sharp Williams, might a tale with ordinary pride would chance a war unfold concerning his experience were he which promised aimost certain defeat rathdisposed to talk. He started for the army | er than submit to such treatment.

CUT NO BAR TO ACTIVITY In the Insurance World; News and Notes of Interest

The official estimate of the Baltimore loss | committee of field men is there this week

s \$125,000,000, with \$75,000,000 insurance.

Joseph A. Kelsey, United States manager lows: of the Aachen and Munich, was in the city

surance Company of this city, will soon go to Michigan to superintend the entrance of

that company into that field.

Minnesota Mutual Life.

fordsville, a fraternal insurance society, has been merged with the Order of Ameri- of sand came through the pumps, and final-

insured its business in the Commercial Union of England. Five companies have been admitted to Indesha heavy, 55 cents; Bartlesville, \$1.15. diana this week. The Des Moines Life, A drop in price does not affect drilling | New Jersey Plate Glass, Casualty Company of America, Globe and Rutgers and the

oldest fire companies in America, has re-

The Indianapolis Association of Fire Un- pany steamer service and cisterns. derwriters held a meeting this week and

Frank T. Sloan, who has been inspector at Evansville under Manager T. M. Goodloe, has taken a position with Marsh, Ullman

Western department of the Sun Insurance office, succeeding J. J. Purcell. This department office is located in Chicago and is in shape. recognized as one of the most important in week ranged from five to twelve pounds.

the Colonial company, on Lot 43, in the The years 1902 and 1903 showed a small Wheeling & Lake Eric and be a great con- northeast quarter of Section 34, Township proportionate profit in fire underwriting for inclusive, showed an estimated net fire unity, but the matter may not be taken up from the Osage field is the Bartlesville field. derwriting loss of \$24,000,000. The Baltimore conflagration will add greatly to this un-

> state insurance departments have sent reamounts for which they are involved. Among the departments which have asked for this information are those of New York, Iowa, Illinois, Nebraska and Ohio. The Indiana department will not issue such a re-

ors, and one of the most prominent efectricians in the country, will deliver a lec- that company. In their letter advising the ture pext Monday afternoon at 2 o'clock in the Masonic Hall on the "Fire Hazard from Electricity." The lecture will be illustrated Sec. 19. The production is estimated at with numerous burn-outs from defective tion. He comes as the guest of the Indiana field men of the fire insurance companies. No admission will be charged, and those interested in the subject are invited

The foreign fire Insurance companies their method of disposing of the losses. est sums are paying claims direct from the foreign home offices, thus preventing any impairment of the strength of their United which have adopted this plan are the Liverpool and London and Globe, of England, relopment these days. The Winner Oil and Royal, of England, Northern Assurance, of Gas Company brought in its first well near | London, British America, of Toronto, West-Chanute, in what is known as the West ern Assurance, of Toronto, National, of Ire-Earlton field. The sand was reached at a land Aachen and Munich, of Germany, and the Sun Insurance office, of England.

Of all classes of insurance, that in which months has been registered accurately upon ent to underwriters and larger insurers the barometer of marine insurance rates. | alike. The field certainly was not crowded Now that war is actually in progress, the in Baltimore. The companies operating charges for insurance upon vessels destined there were provided with all the business for the vicinity of the troubled waters of the North Pacific are very high. Marine trict, and some of them now wish they had insurance is largely written by Lloyds at | had much less. Still there will be a heavy London. This is one of the oldest insurance organizations in existence and maintains the most complete and searching system of information concerning vessels and | fore the fire. There certainly was no oversearfaring men, storms, ocean currents, crowding of companies there, however keen hidden reefs, and, in fact, all matters per- competition may have proved in regard to taining to the safety of ocean traffic that is possible. Membership in the association can be purchased only at a high price. be inclined to reduce their lines in many This gives the holder the privilege of subscribing his name to the various risks hazards. Instead of any relief from the offered to be underwritten for such amounts | stringency which has marked the supply of as he may desire. Claims are paid with the utmost fidelity, as the failure on the part | which had just begun to show some signs of a member to meet his honest losses is of relaxing, there will from now on for followed by expulsion. Not only are marine some years to come be a still greater conrisks undertaken at Lloyds, but hazards servatism exercised on the part of mansurvive in the gray-haired men of to-day, of almost any description. Thus insurances | agers. Lines will be revised and reduced. are often effected which would be impossi- New factors affecting general conditions ble in this country, where they would be will be taken into consideration, and the classed as lotteries or gambling, pure and majority of companies may be expected to simple. At Lloyds a person may secure in- care less for quantity of business than to the Pennsylvania Railroad Company, the when they strike the St. Louis division personnel of his own immediate command, surance for any venture which he is about heretofore. to undertake. If the hazard is not too great, , "It therefore follows that more underif the chances for success are fair, he may, writing capital will be needed rather than high Valley Railroad and the Baltimore & with about the same speed they would on a riors whose cheeks were yet as smooth by the payment of a stipulated premium, less. The companies that are struck hard insure the success of his undertaking.

4 + + The Evansville water system is in a critthe pumping station by the river and a cancellations."

What Mr. Loomis Says Colombians Were Trying To Do.

Kansas City Journal. tary exposure. From the Potomac to the which has not been exploited in the news-Rio Grande, from the Ohio to the Gulf of papers very much, but which is suggested Mr. Loomis's description of the Colombian Mexico, the hills, the valleys, and the to our serious attention in a speech recently programme; she thought that we have foreplains are dotted with the grass-grown delivered by Mr. Loomis, assistant secremounds of the Confederates whose death | tary of state, before the Quill Ciffb, of New in their early teens but too truly illus- York. It was the statement of Mr. Loomis that the principal object of the Bogota politicians in rejecting the canal treaty was to But many of them yet survive, and delay matters until a decree of forfeiture some have attained prominence. We call against the French company could be made to mind several who came from within with some degree or color of reason. The the radius of a few miles of Mississippi. time was approaching when, under the con-Captain James Dinkins, of New Orleans, cession granted to the French canal comwhose literary contributions to the his- pany, certain things had to be done in order tory of that struggle attracted wide and to keep this concession alive. Mr. Loomis deservedly favorable notice, wore the Con- | says it was the purpose of the Colombians federate gray at the age of sixteen, as did to declare a forfeiture, seize the property also W. H. Howcott, a wealthy and highly and sell it to the United States for the \$40,respectable business man of this city, 000,000 offered to the French company, or for Congressman Scott Fields, of Texas, and any sum which we might be induced to Judge Land, of the Supreme Court of give. His position as assistant secretary of Louisiana, were likewise in martial har- state gives a weight of authority to his ness at that early age, as were also Judge statements which a charge made in any Robert Powell, of Mississippi, and (if we other way could not have. We must aserr not) the immortal "Private John sume that he was sure of his ground before Allen," of Mississippi, The Hon. John H. delivering to the public such a conclusion Rogers, judge of the Federal Court for Indeed, we may assume that our State Dethe Western district of Arkansas, who parment was approached, with a proposi-Confederate reunion in this city last It is not difficult to see how matters spring, and Federal Judge William Fitz- would have been complicated if this scheme gerald, of New Mexico, entered the Con- had been brought to a climax by the Colomfederate army at fifteen years of age. All bian politicians. The French have spent these, with the exception of ex-Congress- several hundred million francs in trying few square miles, and they constitute but | public enterprise in which the French gova small percentage of the boys of sixteen | ernment was deeply interested, and it is or under who enlisted from that same ter- | not to be supposed that France would sub-

mit patiently to the proposed confiscation of her property. It is not to be supposed friendship of France and the rest of

investigating. The first official report for boy by Manager T. M. Goodloe. It is as fol- avenue, girl "Water supply consists of three pumping

stations, to wit: "New pumping station, built about four years ago, seven-eighths of a mile above the street, girl. The American Central Life Insurance Company of this city has been admitted to up with dirt, old brick, etc., but with no street, boy concrete for foundation. There is practicaly no foundation, as the river overflows at Major Marsh, of the Interstate Life As- least twice a year, and has done so for years, leaving a deposit of sand and mud. Considerable piling was driven, but apparently not enough.

There are three 30-inch in-take pipes | nue, boy clamped together and suspended from piling The American Standard Bearers of Craw- on either side, no foundation being built un- avenue, gir "About three months ago large quantities

ly such dirt and sticks as were used in the fill. Pump No. 2 was clogged, indicating a | nois street, girl. The Greenwich of New York, one of the | break in the in-take pipes, and later the ground caved in on the river side above where the indications were that the pipes were broken. The pumps were kept running and the cavity made larger, finally breaking off the flush pipe. "Pump No. 1 was shut down owing to the clogging of same, and pump No. | put in running order. Both pumps are now runthough they are liable to be shut down at any time. In this event there would be two old pumping stations, the pump of the Evansville Cotton Mill Com-

"The old pumping stations, which have not been used for the past four years, are passed resolutions on the death of Colonel each equipped with a 2,500,000-gallon ca-Morris, who for a number of years was pacity pump, each pumping from reservoir chief clerk of the local inspection bureau. of 750,000 gallons capacity. Reservoirs are supplied through six-inch in-take pipes, water being pumped from sand boats brought from Green river for temporary

"The city engineers claim to be able & Co., of New York, as electrical inspector. maintain a forty-pound pressure in an emergency, but this is considered doubtful, and in case of fire steamers would have H. N. Kelsy, well known in this city, has to be relied on. There are at present two been advanced to the managership of the second-class steamers in commission; an additional one will be put in by Monday, and a fourth one as soon as it can be got

"Cisterns are well scattered through the business district-average capacity, 35,000 "The Evansville Cotton Mill Company has

the city mains in case of necessity. rowed from the city of Cincinnati, and is now being repaired with a view of having A number of the superintendents of the it taken to Evansville, and will pump water at Peru, Ind. direct from the river into the mains. The capacity of this river pump is said to be 7,-500,000 gallons per day."

+ + +

The action of Marshall Field & Co., or Chicago, as to their policies in Baltimore companies after the fire is receiving the highest praise on the part of insurance men | boards, etc.) throughout the country. They notified the William T. Renallack, president of the Chicago agent of the Firemen's Insurance National Association of Electrical Inspect- | Company of Baltimore that they would not ask for the cancellation of their policies in canceled any of our policies in your comwiring, and examples of standard installa- pany, nor have we yet any other policies 19. GEORGE C. CALVERT, Manager. ber the companies located there paid us in 1871, when Chicago was destroyed, nearly line. \$50,000 in cash, and we desire to show now our appreciation of that fact by a careful they have had an opportunity to make one and with the hope that they will soon be able to re-establish themselves. Let us hear from you from time to time with such information as you can give, and in the meantime express to your company and others there our sincere wish that the clouds of disaster will yet show many silver linings." The action by this Chicago firm and many others who were disposed to wait until the companies had an opportunity to adjust themselves to their losses has prevented many serious runs upon the weaker companies, which would have resulted much more disastrously to them than the fire losses themselves. The importance of exercising charity and patience at this time is pointed out by Rough Notes as follows: "But there is something deeper than a sentimental interest in assisting the frailer barks to weather this storm. There is a

selfish interest. For years past the need of more insurance capital has been apparthat they cared for in that particular disloss to be borne by the property owners directly-a portion on which it would have been difficult to have placed insurance besome of the choicer individual risks. "It is now foregone that companies will other cities because of conflagration fire insurance for the past three years and

by this great loss, but are still able to meet their obligations in full, should be given every chance to recover their footing and ical condition because of the undermining of tient, and do not be overhasty in advising

ONE PHASE OF PANAMA MATTER. | mus is that the world is desirous of having the canal built as soon as possible. But how long could we hold the sympathy and good will of the world if we permitted things to shape themselves as the Bogota politicians wished them to? Many good reasons have been advanced for the part which Mr. Hay has played in recent isth-There is a view of the Panama situation mian developments. But to our mind none is beter than the one suggested by stalled an attempted robbery of the French company and avoided most serious international complications by closing Colombia out of the canal situation.

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington. FUNERAL DIRECTORS.

FUNERAL DIRECTOR-C. E. KREGELO, 221-223 N. Delaware st. Both 'Phones 25 New 1164. ADAMS & KRIEGER. Main 1154. Funeral directors, 159 N. Ill. Lady attendant. FLANNER & BUCHANAN-320 N. Ill. St. Both Phones 641. Lady attends all calls for ladies and children. Automobile wagon insures prompt-

Undertakers, 129 W. Market st. Tel. 218. JOHNSON, HASSLER & GEORGE, 357 Massachusetts av. New 'Phone 963. Old. Main 1430. FRANK A. BLANCHARD, Undertaker, 153 N. Delaware st. Lady attendant. Both 'Phones 411. FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER,

TUTEWILER & SON.

FINANCIAL-

LOANS-Money on mortgages. C. F. SAYLES & CO., 127 East Market street. FOR SALE-REAL ESTATE.

REAL ESTATE-Real estate and stocks bought and sold; loans made at lowest rates. JOHN WOCHER & BRO., 23 N. Penn. st.

FOR SALE-FARMS.

acres, between city and army post on pro-Boulevard. Good buildings, orchard. ences; plenty water. Also dwelling worth \$1,000 for one worth \$2,000, cash difference. your rentals with us. J. F. M'CORMICK & CO., 1917 Law Bldg. New 'phone 1334. OUT THEY GO

in the nature of protecting the rights of the fewer than 15 per cent, of the firing line, to beat France out of the last remnant adjoining; very productive soil, excellent water, and they did their duty with a firmness of the gigantic fortune which she planted best grasses, free coal, healthiest climate; look quarters is to be moved to Minneapolis, Regarding the rate war he says the Great garding the rate war he says the Great garding. The lead of the lea

VITAL STATISTICS—FEB. 18.

Thomas and Cora Tandy, 1621 Ogden street. Harry and Ollie Strather, 1323 Oliver avenue, the insurance interests was issued this week | Alex. and Charlotte Tepe, 926 North Capitol William and Hannah Welch, 906 Church street, Oscar and Clara Murray, 608 North Douglass Andrew and Catherine McHugh, 625 South West city. Marsh land was procured and built | William M. and Katie Crosby, 245 Pleasant Charles and Anna Tacoma, 1140 Churchman avenue, boy Mr. and Mrs. Edward Shumaker, 1112 Belle-John and Anna Kennington, 1504 Deloss street, Frank M. and Helen Jenkins, Fletcher ave-Harry and Laura Williamson, 8501/2 Virginia John and Lizzie Brown, 815 West Tenth street

Marriage Licenses.

ty-eighth street, boy.

Harry Kafader and Ola Smith. Alfred F. Doefler and Ollie B. White.

Deaths.

William H. and Oma Bischoff, 931 West Twen

Charles and Mamie Wilkerson, 533 South Illi

Phoebe Losh, 216 Geisendorff street, eighty two years, calcifying of arteries. William Smith, 2106 Martindale avenue, sixty Maria Burnett, 813 Louisiana avenue, seventy years, paralysis. Clara M. Roberson, 1700 West Morris street, Sarah Jane Marshall, 3202 Central avenue, eighty-three years, congestive chill. Lida M. Swan, Indianapolis, fifty-five years, Ruth Houser, 2416 Sheldon street, nine years, oulmonary tuberculosis. Mary Cullen corner of East and Vermont streets, fifty-three years, la grippe.
Mary Elizabeth Coswell, 415 West South street. forty-seven years, cancer.

John Broderick, 414 Blake street, fifty-six years, acute gastritis Fanny Lunsford, 808 Maple street, fifty-nine years, carcimona. Isaac Bush, 9 South Temple avenue, thirtyone years, killed in wreck at Bickwell. Ind. Helen Garey, 2123 North Delaware street, eight years, typhoid fever.

two years, paralysis. George Irwin Burch, 1106 West Twenty-eighth street, twenty-one days, spasms.

an individual pumping station of its own, BYBEE-Addison Bybee died Feb. 16. Funeral with two pumps and reservoir of 100,000 | services at 1514 North Pennsylvania street Satgallons, all of which can be converted into | urday, Feb. 20, at 12 o'clock noon. Interment private. "A pump boat has been engaged or bor- M'KENNA-Elizabeth B., wife of John Mc Kenna, died Thursday, Feb. 18, at 5 a. Funeral 10 a, m. Saturday from residence, 2003 North Alabama street. Friends invited. Burial

Joseph Angell, 15 North West street, seventy-

JOURNAL BUSINESS DIRECTORY.

BERTERMANN BROS. New No. 241 Mass. av., 228 N. Del. st. Tel. 840. SALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, Buck-25 Circle. Tel. 1007. NOTICE.

NOTICE-Have the leaks in the tin and slate work of your house repaired by GARDNER, 39 Kentucky av. Telephone 322. NOTICE-Office of the Indianapolis Clearing Indianapolis will be closed on Monday, Feb. 2 (Washington's birthday.) Paper maturing on that day should be attended to on Friday, Feb. All advertisements inserted in these columns are charged at the very low rate of 5 cents a Blank or dash lines at the same price per Telephone 238 and your ad. will be called

WANTED-MALE HELP.

WANTED-Reliable make-ready press feeder; good boy will be given permanent place. 114 East Ohio st WANTED-If you are in need of a position or desire to employ male or female help advertise in the Journal. If you are a subscriber to the Journal and do not find it convenient to call at the office you may telephone your advertisemen and it will be charged to your account. 5 cents for each seven words or any part thereof. WANTED-Boys to work on Sunday Journal routes. Two cents' profit on every paper sold. Regular customers are easily obtained since the two-colored supplements have been added. One four-page comic and one four-page home supple ment-twice as many pages in color as any

Indianapolis paper furnishes. 36 to 40 pages every Sunday. Papers can be bought at the office or from any of the following substations: Bassett, 904 Massachusetts av. our, 22d and College av. Scott, 16th and Illinois sts. Coval. 1612 E. Wasnington.

Vail, 1044 Virginia av.

Neff. 1339 Shelby

Neer, 940 S. Meridian Walcott. New York and Bright. C. K. Stewart, 2233 E. 10th Money will be refunded for unsold papers re-

WANTED-FEMALE HELP.

WANTED-Girl for general housework. White preferred. Call 70 Bradley street.

WANTED-AGENTS.

WANTED-General agent for Indiana, office Indianapolis, to sell patent device on com misson; give references. Address J. E. MASON, box 410, Pittsburg, Pa.

WANTED-REAL ESTATE.

REAL ESTATE WANTED-We have buyers for several small farms, 5 to 10 acres, near trac-tion lines. J. F. M'CORMICK & CO., 1017 Law Bldg. New 'phone 1334.

WANTED-Highest market price paid for ear corn at the UNION STOCKYARDS. WANTED-Parties desiring homesteads on the Rosebud Reservation to correspond with BONE-STEEL STATE BANK, Bonesteel, S. D.

WANTED-MISCELLANEOUS.

FOR SALE-TYPEWRITERS.

FAY-SHOLES

TYPEWRITERS. The easiest running and most reliable of fastwriting typewriters. Fay-Sholes machines are furnished with tabulator without extra charge.

tion and light in touch.

all makes. Work guaranteed.

TYPEWRITER SUPPLIES. THE J. C. BURKHART CO.

Fay-Sholes machines are simple in construc-

We rent, exchange and repair typewriters of

47 Monument Place. Indianapolis, Ind. Main 178. New 966.

FOR SALE-MISCELLANEOUS.

FOR SALE-Large fire and burglar proof safe

steel lined; a bargain if sold soon. WELLS MFG. & SUPPLY CO., 22 South Capitol avenue.

FOR SALE-NEW PHILIPPINE SILVER

COINS: Beautiful for Ornamental Novelties, Souvenirs or Pocket pieces; sent by registered mail in exchange for American or full set for LOUIS M'CUTCHON, P. O. Box 260, Ma-TYPEWRITERS—35 VARIETIES.

Don't overlook this opportunity. We have a carload of second-hand typewriters for sale or rent. All standard makes for \$15 and upward.

FOR SALE-A CARD LIKE THIS Every Sunday for one year costs but \$1.95 per month. The Journal want page is profitable to

the advertiser and reader.

STORAGE.

STORAGE-PACKING, HAULING. HOGAN TRANSFER AND STORAGE CO. MAIN 'PHONES 675, EXTRA 'PHONES 670. STORAGE-The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing, 'Phones 725.

BUSINESS CHANCE.

BUSINESS CHANCE-Three shares of Wood Weaver Printing Company's preferred stock for sale. Address W. E. DIETZ, 237 East Mary-BUSINESS CHANCE-If you want to buy, sell or trade your business, no matter where lo-cated, list it with THE BUSINESS EX-CHANGE, 61 Fitzgerald building. BUSINESS CHANCE-Having other business requiring my attention, I offer my one-third interest in the Smelser Engine Company (manufacturing gasoline engines) for sale cheap to quick buyer. Address J. LUX, Frankton, Ind.

FOR RENT-OFFICE ROOM.

SEALS, STENCILS AND STAMPS.

MAYER, SEALS, TEL 1386. 15 EMERIDIAN SE GROUND FLOR

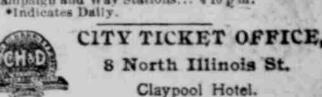
R MILBOAD TIME CARD.

DAIITE City Ticket Office. BIG FOUR ROUTE City licket office.

Passenger Trains Leave Indianapolis Union Station as follows: EAST BOUND-For 5 *4.40 a m; *8.40 #m; Cleveland, Buffalo New York and Boston 2.55 p m & *6.25 p m. Cleveland and Way Stations 11.00 a m. Union City and Way Stations ... *4.45 p m. Muncle and Fort Wayne 7.00 a m & 6.25 p m. 801 am. Fort Wayne, Sundays, Henton Harbor and Way Sta ... 700 a m & 11.30 a m. Elahart and Way Stations ... *4 45 p m. Greensburg and Cincinnati.. } =2.55 pm & =6.20 pm. (*3.45 a m; *4.30 a m; I onisville and North Vernon ... *3 45 a m 3 2 55 p m. neinnati and way 7.45 a m & 4.00 p m.

Lynn and Wav Stations 6.15 p m. WEST BOUND-For Terre naute, Mattoon and St. 5 *11 45 a m; *2.25 p m St Louis and Way stations 7.20 a m.

St Louis and Way stations 7.20 a m. Terre Haute, Mattoon and Way, 500 p m. Lafayette, Kankakee and Chi- ; *11.50 a m; *8.80 p m Kankakee and Way Stations... 7.00 am. Lafayette and Way Stations ... 515 p m. Colfax, Logansport and S. Bend. 7.00 a m & 515 pm Bloomington and l'eoria......*11 50 am & *11.55 pm. Peoria and Way Stations...... 7.25 a m. Peoria and Way Stations. Champaign and Way Stations ... 4 10 p m.



Claypool Hotel. Leave Indianapolis. Cincipnati Express 10 40 a m 3 00 p m *5.00 p m *7.02 p m *4.00 a m 10.40 a m 8.00 p m *5.00 p m •7.02 p m *4.00 a m 10,40 a m Toledo and Detroit

Decatur and Springfield 8.00 am *11.10 p m Tuscola Accommodation 8.30 pm City Ticket Office, 8 N. Illinois St., Claypool Hotel. Leave Indianapolis Chicago Express Trains, via § *7.00 a m s11.50 a m

8.35 pm *12.55 a m

11.50 a m

Direct Line.

Michigan City.

Roachdale, Crawfordsville, La-

favette and Chicago

3 35 p m Monon (ind.) Accommodation. *4.00 p m * Daily. s Sunday only

Toledo, Chicago & Mich. Ex.... 7:15 a.m. *10:25 a.m. Toledo, Detroit & Chicago Ltd. *12:20 p.m. 3:25 p.m. Mich. City, Muncie & Laf. Spl. 7:20 p.m. 10:25 p.m. P. M. time is in BLACK figures. Indianapolis Union Station.

Trains Run by Central Time. Daily, + Daily, except Sunday. & Sundays only. FROM INDIANAPOLIS TO LEAVE ARRIVE Philadelphia and New York Saltimore and Washington*8.40 *11.35 *7.00 *6.35 umbus, Ind. and Louisville. ..*7.00 *6.34 ..*7.80 *11.59 Ind. and Louisville mond, Piqua and Columbus, O ...

Vincennes Express .18.05 Columbus, Ind. & Madison. ...*8.10 *12.10 .*11.35 *3.40 ogansport and Chicago. hijadelphia and New York .. taltimore and Washington., *3.05 *12.10 Dayton and Springfield. incennes Accommodation Louisville and Madison.... encer and Bedford acc Pittsburg and East..... mbus. Pittsburg and East

Phil and New York, "The Limited" Dayton and Xenia..... Logansport and Chicago VANDALIA LINE. "The St. Louis Limited"..... Terre Haute, St. Louis and West Terre Haute, St. Louis and West 12.15 Terre Haute and Effingham Acc....... 3 30

Greencastle and Terre Haute*8.35

INDIANA UNION TRACTION COMPANY. Tipton-Kokomo Div. Leaving Indianapolts Leaving Indianapolis *4:65 a. m. | 1:30 p. m. 4:15 a. m. | 1:15 p. m. 5:30 a. m. 2:45 p. m. 6:45 a. m. 3:30 p. m. 5:15 a. m. *2:00 p. m. 2:15 p. m. 7:15 a. m. 3:15 p. m. 7:30 a. m. •8:45 a. m. •8:00 a. m. 4:15 p. m.

9:30 a. m. 26:45 p. m. 10:45 a. m. 7:30 p. m. 8:15 a. m. | *5:00 p. m. •10:45 a. m. 9:15 a. m. | 5:15 p. m. 10:15 a. m. 6:15 p. m. *11:00 a. m. 7:15 p. m. 11:30 a. m. 11:00 p. m *Limited trains. 12:15 p. m. | 11:30 p. m.

INDIANAPOLIS & NORTHWESTERN TRACTION COMPANY. General Offices, Lebanon, Ind Indianapolis waiting rooms, ticket office and express office, 119 West Maryland street, Union slock. Room 6 First through car for Lafayette leaves Indianapolis at 4 a. m. and arrives at Lebanon at 5:19 a. m., Frankfort 5:30 a. m. and Lafayette 6:35

Frankfort at 8:14 a. m. and Lafayette at 9:17 a. m. and every hour thereafter until 9 p. m. Last car for Lebanon leaves Indianapolis at 11:30 First through car from Lafayette leaves Lafayette at 6:25 a. m., arrives at Frankfort at 7:32 a. m., Lebanon at 8:15 a. m. and Indianapolis at 9:45 a. m. and every hour thereafter until 9:25 p. m. Last car from Lafayette to Lebanon leaves Lafayette at 11:25 p. m. and arrives at Lebanon at 1:15 p. m. Express Department - Consignments received until 10 o'clock a. m. for delivery the same day

a. m. Second through car leaves Indianapolis at 6 a. m., arrives at Lebanon at 731 a. m.,



DIVISION LEAVE SHELBYVILLE LEAVE INDIANAPOLIS 2.00 PM 5.00 AK 5.30 AM 3.00 " 6.00 " 3.30 " 6.30 " 4.00 " 7.00 " 4.30 " 7.30 " 5.00 " 8.00 " 5.80 ** 8.30 " 9.00 " 6.00 " 6.30 " 9.30 ** 7.00 ** 10.00 " 7.30 " 10.30 " 11.00 " 8.00 "

12.00 n'n 9 00 4 9.30 " 12.30 PM 1.00 PM 10.30 " *11.00 " 1.30 " "WAITS FOR CLOSE OF THEATERS

8.30 "

11.30 "

IND'P'LIS & EASTERN RAILWAY CO. GREENFIELD LINE. General Offices, Franklin Building ALL CARS DEPART FROM MERIDIAN AND For Richmond, New Castle and intermediate stations cars leave at 6:55 a. m. and every two hours thereafter until 6:55 p. m. LIMITED trains for Greenfield, Knightstown, Lewisville, Cambridge City and Richmond leave at 8:25 a. m., 12:25 p. m. and 4:25 p. m. Above cars make direct connections for Dayton, Columbus, Newark, Lima, Marion and Cin-For Greenfield, Knightstown and intermediate stations cars leave at 5:55 a. m. and each hour thereafter until 7:55 p. m. and 9:55 p. m. Cars leaving at 8:55 and 11:55 p. m. run only as far as Greenfield.

Machines rented at \$3 per month and kept in repair. THE W. B. MORRISON CO., 46 North Pennsylvania street.

Solution passenger and express cars leave at 5:55, 7:55 and 11:55 a. m. for Knightstown and 8:55 a. m. and 2:55 p. m. for Richmond. For Knightstown, Richmond and Intermediate stations cars arrive at 7:15 a. m. and depart at 9:30 a. m. For Greenfield and intermediate stations cars arrive at 7:15 a. m. and leave at 3:00 a. m. Also arrive at 2:16 p. m. and leave at 3:30

INDIANAPOLIS, COLUMBUS & SOUTH-ERN TRACTION COMPANY. Through passenger cars leave Pennsylvania and Washington streets for Southport, Greenwood, Whiteland, Franklin, Amity, Edinburg, Taylorsville and Columbus. First car at 6 a. m. and every hour thereafter until 8 p. m. The last car leaves at 11:15 p. m. At 9 and 10 p. m. cars leave for Franklin and intermediate points Combination passenger and express car leaves Georgia and Mcridian streets for Greenwood

INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO. Waiting room and station, 47 Kentucky avenue.

only at 9:30 a. m. and 3:30 p. m.

stations at 5:30 a. m. and every hour thereafter on the half-hour mark until 6:30 p. m. The 7:30 p. m. car runs only to Mooresville, the 8:30 car runs to Martinsville and the next and last car leaves at 11:20 p. m., running to Mar-Leaving Martinsville for Indianapolis and intermediate stations first car at 5:30 a. m. and every hour thereafter, on the thirty-minute mark, until 6:30 p. m. The 7:30 p. m. car runs only to Mooresville, and the 8:30 car to Indianapolis and the next and last car leaves at 10:30, running to Indianapolis. Cars leave Mooresville for Indianapolis and Martinsville at 5:30 a. m. Express car arrives at Indianapolis at 19:46 a. m. and departs at 12:00 m.; also arrives at

4:46 p. m. and departs at 6:00 p. m.

First car leaves from in front of No. 47 Kentucky avenue for Martinsville and intermediate